

The Steam Tug *Woonsee* is in thorough working order, and is available at all times to tow vessels to or from sea, at reasonable rates.
JOHN FORSTER & Co.
at 1039 Foochow, 18th June, 1878.

GENUINE FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20%) upon the current local rates of premia will be allowed upon insurances effected with this Company.
DOUGLAS LAPRAIK & Co.,
Agents.
at 1192 Hongkong, 27th June, 1878.

being him, are requested to apply at his shops as above, where a list of prices of articles will be furnished, which will be supplied at the same rate all the year round.

HING KEE.

17 745 Hongkong, 13th May, 1873.

established since 1839, at Endicott's Lane, and that he has always a great quantity of BEST COAL in store for sale. Gentlemen or Ship-masters wishing to patronise him, are requested to apply at his Shop.

17 1843 - Hongkong, 16th August, 1873.

to the rates specified in the Table of Rates of
Postage at present in force.
F. W. MITCHELL,
Postmaster General.
General Post Office,
Hongkong: 16th January, 1871.

18

CHINA CLIPPERS.

The origin of the China clippers may said to be due to the removal of the navigation laws in 1850, which prohibited the nation of tonnage in 1854. Before 1854 the pernicious influence of our tonnage laws to the preëminent type of English vessels—turgid, narrow and deep, with flat straight sides and full bottoms. They were, in consequence, unable to stand up under lofty seas and a large press of cargo, although many cases they carried considerable ballast and were slow. The balldast, piled against their casing power and the weight of the indifferent and laborious boats. While our shipping was about period at its worst, a type of ship came into existence at New York, which multiplied rapidly in America, and became well known afterwards as the celebrated American clippers. Although put together very cheaply, they were designed on correct principle, unfettered by tonnage laws, with a high floor and plenty of beam to stand up under great seas, and were of enormous size, with powerful sailpower, no lines, and consequently great speed. These vessels loaded at New York for California, and the trade to that parts at that time was so great, and freights so high, that we have heard of a vessel the owner of which cleared her cost the value of her freight before she left port. No wonder, then, that the trade in bulk such vessels became a flourishing one, that their fame soon reached every corner of the Pacific ports of the United States they soon stretched over to China, where after the change in the navigation laws in 1850 they were able to enter into competition with the English ships engaged in the tea trade to London, which had expanded into a large commerce, although to be compared with the enormous trade in tea and silks between China and England, which has since grown to this day, is perhaps not so great. This time most disastrous to English shipping, which was soon driven out of favour by the lofty spars, rakish looking hulls, and famed speed of the American ships, and caused the tea trade to the London markets to pass almost entirely out of the hands of the English ship. British vessels well manned and well equipped were known to have late in the last century been employed for weeks at a time in carrying cargo, and seeing American clippers doing the same, and sailing immediately back cargoes at higher freight rates, could complain—*Naval Scientist.*

TRAILERS.

THE LOGIC OF THE PHRASE.
(*Alfred Russel's Sentinel.*)

A Dr. Handchopf gives an interesting account of the extraordinary skill of Indian trailers. The Indian or trapper that is a good trailer has a close observation, quick perception, and prompt action. As he goes along nothing escapes his observation, and what he sees or hears he accounts for immediately. Often not another step is taken until a mystery, that may present itself in this line, is fairly solved. The Indian trailer will stand still for hours in succession to account for certain traces or effects in tracks, and some will go to the water unnoticing attention for days and weeks.

The trailer is not a graceful man. He carries his head much inclined, his eye is quick and restless, always on the watch, and he is practicing his art unconsciously, hardly ever crossing the track of man or animal without seeing it. When he enters a house he brings the habits he contracted in the practice of his art with him. I know a trailer as soon as I see him. He is a little man. He comes in through the door softly, and with an air of exsulting action. Before he is fairly in, or at least has sat down, he has taken note of every article or person. Though there may be a dozen vacant chairs in the room, he is not used to chairs, and, like the Indian, prefers a more adaptable seat.

One was employed by General Harney last Summer to track the Indians temporarily of the Indians that were gathered near Fort Randall, Dakota, to form a new Reservation, one day a guide and trailer came to the General's headquarters. I told him to be seated. He sat down on the floor, bracing his back against the wall.

The General saw this, and in vexation cried out, "My God! why don't you take a chair when there are plenty here unoccupied?"

The man arose and seated himself in a chair, but in so awkward and uncomfortable a manner that he looked as if he might slip from it any moment. But when this uncouth person came to transact his business with the General, he turned out to be a man of no ordinary abilities. His description of a route he took as guide and trailer for the Ogallala Indians from the mouth of the Platte to the fort, was minute and exceedingly interesting. Every war party that crossed his trail he described with minuteness as to their number, the kind of arms they had, and stated the tribes they belonged to.

In these strange relations that he made there was neither importance nor supposition, for he gave satisfactory reasons for every

Johnson, perhaps, set the misapprehension going by remarking the capriciousness of the great man. "I am not a capricious man," said the major to Burke, "but you could not talk with him for five minutes without saying, 'This is an extraordinary man.' Johnson honoured a man fairly put his mind to his. If we pass over the most eminent of those who are remembered as conversationalists, we are left with a single name that can be taken as a moment's opposition to Johnson. Curran, as a converser, was infinitely Burke's inferior. As a converser, Curran was, in the first man of his day—a day of great intellectual giants. Horne, Tuke, with all respect and friendship for Gaskell, allowed Curran to be superior to all the other men of his day, "the who struck me most," said Lord Byron. "The riches of his Irish diction were poetical. I have heard many men speak more chauntly than ever I have written." George Selwyn achieved his reputation as a wit rather than a talker. To wit, he stood in the same relation to conversation as a wit to wit. He was always premeditated than Sheridan. Walpole praises nobody but himself, praises everybody else. Selwyn was a wit, not a converser. The pearls that Selwyn carelessly collected from him, Walpole carefully collected and reser in his correspondence. He was a witty and wholly a man of fashion. He was a luxurious and a dissipated man. He was a club and conversation, in the sense of Commons, and the card-rooms at the Curran's. Lord Holland knew his worth as a friend, when, on his being confided to his care, he heard that George Selwyn had said: "The next time, Mr. Selwyn calls, I will be his lordship, and he will be my lordship." He delighted to see him; if he died, he'll be delighted to see me," said Mr. Colburn's *New Monthly Magazine*.

THE BRITISH AND MERCHANT INSURANCE COMPANY.
 FROM and after this date the following rates will be charged on SHORT PERIODS:—
 Exceeding 1 month, 4 of the annual rate.
 Above 1 month, not exceed 3 " " do. do.
 Above 3 months, not exceed 5 " " do. do.
 Above 6 months, not exceed 6 " " do. do.
 Above 9 months, not exceed 7 " " do. do.
 Above 12 months, not exceed 8 " " do. do.
 On 6 months the full insurance.
 The British and Merchant Insurance Company, Limited, Police Office, in a term to complete 12 months, the premium is to be paid in advance, and the policy is to be issued on the day of the Annual Premium.
 On and after this date, a discount of 20 per cent. of the above rates will be allowed to all others.
 GILLMAN & Co., Agents,
 1187 Rongtong, 24th June, 1872.
IMPERIAL FIRE INSURANCE COMPANY.
 H.H.R. Undersigned having been appointed Agents of the above Company at this Port, prepared to grant Policies against Fire, on a sum of \$40,000, in Buildings, or on Goods thereon.
 GIBB, LIVINGSTON & Co.,
 Hongkong, 24th August, 1864.
TATVIA SEA AND FIRE INSURANCE COMPANY.

Not more exceeding..... 1 month 2 per cent
 Above 1 month, and not exceeding..... 3 3
 Above 3 months, and not exceeding..... 6 6
 Above 6 months, and not exceeding..... 12 12
 Above 12 months, and not exceeding..... 15 15
 By **ROBT. W. LUKER & Co.**
 Agents, Royal Insurance Company
 U 1763 Hongkong, 13th September 1866

CHINA TRADERS' INSURANCE
COMPANY, LIMITED.

NOTICE.

IN conformity with the Special Resolution adopted and confirmed at the Extraordinary Meetings of Shareholders held on the 14th and 15th instants, altering Clauses Nos. 1, 2, 3, 4, 13, and 15 of the Articles of Association, the following clause to take effect from 1st November, 1871, the Net Profits of the Company up to that date, be distributed as follows, viz.:—
 Two-thirds (2/3rds) to all *shareholders*, in proportion to the number of shares held by them; and the net amount of premia contributed by each.
 One-third (1/3rd) to Shareholders generally according to the number of shares held by each.

AUGUSTINE HEARD & Co
General Agents
 at 314 Hongkong, 16th February, 1872.

IMPERIAL FIRE INSURANCE CO.
FOR INSURING Houses and other Buildings
 Goods, Wares, Merchandise, Manufactures
 and Farming Stock, Ships in Port, Harbours,
 Rivers, or Dock, and the Cargoes of such Ships
 and Vessels, Ships Building and Repairing,
 and all other Movable and Immovable Effects,
 and Goods on board such Vessels,
 throughout Great Britain and Ireland, and in
 FOREIGN COUNTRIES, FROM LOSS OR DAMAGE
 BY FIRE.
 The Undersigned, Agents for the above Co.
 in Hongkong, are prepared to grant Policies upon
 and to the extent of \$80,000 on any one Fire
 and Marine Risk.
GIBB, LIVINGSTON & Co.
 Hongkong, Jan. 1st 1867.

Abraham	Baynkilde	Dan.
Albyn's Isle	Brown	Brit.
Alcibares	Maack	Ger.
August Friedrich	J. Nielson	Ger.
Americana	J. O. Franco	Brit.
Ascalonia	Wm. Brown	Brit.
Atlanta	Gillett	Dan.
Anorra	Flintner	Brit.
Balmignotta	Williams	Brit.
Bna Guao	Tema	Slav.
Can delaria	Barredo	Slav.
Chloris	W. Matzen	Ger.
Obeliskavna	O. S. Dierup	Dan.
Candor	H. Kroll	Ger.
Dora	Petersen	Ger.

Faugh Balough	O'Keefe	Drum
Gravina	F. Pico	Spice
Guinevere	Anthony	Spice
Huang	F. Rosenberg	Shian
John Stewart	J. Murdoch	Shian
Johann Smidt	Hagemann	Dan
Jylland	Dalberg	Ger.
Kim-Young-tay	C. Lange	Ger.
Lord of the Tales	Poirin	Ger.
Mulvina	Kings	Bril.
Mary	Bruce	Bril.
Mia	A. Bustin	Bril.
McMurt Royal	Reisman	Bril.
Ocean	Janssen	Bril.
Oswingo	Roberts	Ger.
Pallas	Luders	Ger.
Peopia	A. Jacob	Ger.
Presto	N. Ingens	Ned.
Princes Alfred	Cin	Am.
Puritan	S. W. Donne	Am.
Reuben Jane	A. Newton	Span
S. San Jose	Young	Span
St. Mary	Young	Spain
Sharrington	M. F. Olsen	Spain
Siam	Ortman	Spain
Sir Harry Parkes	D. K. Bolt	Spain
Somopoba	Benedictson	Spain
Starlight	A. Morgan	Spain
Star of China	M. L. Pearce	Spain
St. Brycheis	Boargess	Brit.
Taffatic	Barrows	Spain
Telegraph	C. Jensen	Spain
Theresa	Dugrene	Spain
Union	Randall	Spain
Yon	Quinn	Brit.

Frolic	gun-bost	14
From Duke	doub. sc. iron ab.	14
Kestral	double sc. gun w.	14
Meane	Military Hospi	14
Melville		14
Midgo	gun-b. so. gun v.	14
Mosquito	gun-bost	14
Opessum	gun-bost	14
Princess Charlotte	Reactiving ship	14
Rinaldo	Reef-dock	14
Richford	dob. sc. gun v.	14
Salamina	dob. des. vessel	14
Teazer	doub. sc. gun va.	14
Thaliss	Steam Corvete	14
Thetis	Steam Corvete	14
Thistle	doub. sc. gun va.	14
Zebra	screw sloop	14

SHIPPING IN

Vessel.	Captain.	Flag.
Amboto	L. Ansuategui	Spain
Delta	Elmonda	Spain
Aracon	Harwood	British
Camila Cavour	Astrucq	Peru
Chinaman	J. McKenzie	Peru
Columbo	Hewer	Peru
Columbia	A. Chivarjo	Peru
Contest	Kramer	Spain
Deerhound	J. Shearer	Peru
Hebe	G. E. Londe	France
John	Perezo	Peru
Mauri	Saheo	German
Payote	Harris	British
Varona	Diederich	German
Veritas	Kumbe	British
An-Jan	Godall	H. N.
Chinkiang	J. Hogg	H. N.
Clump-Sing	K. Obay	H. N.
Chen-jai	Foyater	H. N.
Chen-to	Robinson	H. N.
Demerara		H. N.
Ecc-loong	Wright	H. N.
Fai-ho	Clyson	H. N.
Moisan	Grates	British

NORTON, LYALL & CO.
Agents the Queen Insurance Co.
of 242 Hongkong, 22nd January, 1891

IMPERIAL FIRE INSURANCE COMPANY
REDUCTION IN THE RATES OF PREMIUMS
UNTIL further notice the following
Rates will be charged for Fire Insur-
ance:

Detached & semi-detached Dwell- ing Houses removed from town, and their contents.	1 p
Other dwelling Houses, and their con- tents.	1 p
Warehouses, and their contents.	1 p
Godowns, Offices, Shops, &c., and their contents.	1 p

GIBB, LIVINGSTON & CO.
Agents Imperial Fire Insurance Co.
of 864 Hongkong, 7th March, 1895.

49	between Hongkong and Canton.
50	between Macao and Hongkong.
RAILWAY VESSELS.	
201	Ed. Schellhuss & Co
450	Order
501	Siemens & Co
517	Siemens & Co
1046	D. Lupsrak & Co
1140	P. & O. Co
578	R. S. Walker & Co
295	Chinese
333	P. M. S. S. Co
338	Chinese
407	Romediis & Co
428	Arnhold, Karberg & Co
241	John Bard & Co
427	Siemens & Co
255	Melchers & Co

247	Carlovitz & Co	
248	Remdisos & Co	Mani
270	Augustine Heard & Co	
636	Chinese	
202	Jardine, Matheson & Co	
260	John Burt & Co	
330	Chinese	
317	Chinese	
350	Order	
247	Olyphant & Co	
453	Order	
1258	Order	
925	Edvard Schellhaas & Co	
671	Order	
938	Ernst, Fustak & Co	
269	Remdisos & Co	
428	Ed. Schellhaas & Co	
258	R. S. Waiker & Co	
1213	Russell & Co	
318	Chinese	
290	Remdisos & Co	
411	Borneo Co. Limited	
362	Order	
625	Chinese	
506	Ang. Heard & Co	New
585	Order	
229	Chinese	
764	Laparak & Co	
502	Stuenkel & Co	
425	Russell & Co	
392	F. Degener	
412	Schellhaas & Co	
81	Arbeitsitz & Co	
538	Melchers & Co	
188	Turner & Co	Food

---	Cap. W. Arthur	Vladimir Bay
---	Comdr. Boulton	Sarawak
---	---	Hongkong
---	---	Hongkong
120	Comdr. Grant	Singapore
160	Lieut. Comdr. Bond	Shanghai
160	Lieut. Comdr. Fairlie	Shanghai
200	Commodore Shortt	Hongkong
200	Comr. Parsons	Shanghai
200	Comr. Pittman	Hankow
250	Hon. A. C. Littleton	Yokohama
290	Com. Hon. Fitzmaurice	Pochoo
300	Cap. H. B. Woolcombe	Singapore
300	Cap. Le Strange Ward	Yokohama
300	Com. H. K. Leet	Shanghai
303	To be sold	Hongkong

THE CHINA WATER.

TOUR.	Consignees.	Dest.
	WHAMPOA.	
	STEAMERS.	
tr	981 Bowedon & Co	
	P. & O. S. N. Co	
	SAILING VESSELS.	
sh	788 Gilman & Co	London
sh	843 Order	
sh	687 Russell & Co	New
sh	383 Order	
tr	986 Order	
	STEAMERS.	
tr	384 Chinese	
tr	970 Jardine, Matheson & Co	London
tr	450 Chinese	
sh	901 Order	
tr	339 Siemssen & Co	
tr	685 Melchers & Co	Ham
tr	518 P. & O. S. N. Co	
tr	678 Veech, Hagedorn & Co	New
	CANTON.	
M.	7-8	
tr	G.-b.	Siemssen & Co
M.	G.-b.	
M.	G.-b.	
M.	G.-b.	
M.	G.-b.	Cosimo Chop
M.	G.-b.	
tr		A. Heard & Co, Agents

[illegible]

Sally	Sheehan
Wm. Turner	Vandervord
Xuca	Balsen
Adelado	Vocks
Adelheid	Vogo
Adolf	Wayward
August Reimers	Welder
Bob Tail Nag	Reimers
Carl Wilhelm	Edwards
Emma	Eertessen
Engelbert	Vaaland
E. V. Beaulieu	Jenkins
Fischerhof	Schneider
Foster, Wadot	Camp
	Eggt

Furst Edmund	Ulrich
Hagberg	Nielsen
Hieracina	Johnsson
India	Amorsten
Kvik	Thiisgaard
Miss Klunneegg	Hempel
Nyboer	Maybole
Oberon	Grafo
Piedicola	Gschopper
Rebecca	Lohmann
Soo Tak feng	Voeten
Taiwan	Chalmers
Taunton	von Schaik
Titania	Jessen
Triton	
Bolted Will	Hallswell
Olio	Feiz
Dilpusand	Dray
Duke of Abercorn	Dailymple
Eagerance	Guillon
Intermus	Donkin
Kien-Wei	Tracey
Lord Masaulay	Uare
Nightingale	Cutlery
Sachal	Firth
Traviata	Breckwoldt

Gabrielle Alice	Bouzard
Glamorganshire	
Harlow	Phillips
Hastly Castle	Macquley
Jagot	Crombie
J. B. Worcester	Gawes
Laura	Horn
Laurel	David
Maria	Fox
Nardoo	Faul
Norwington	Barclay
Oscar Vidal	Keasal
Pride of Thames	Burdiss
Prosperity	Moller
Pyrmont	Diedrichsen
Rebecca Goddard	Manason
Son Serpent	White
Waymouth	Hunt

Admiral Denbighshire Eliza Shaw John McKean Lepg Tek Leitch Maria Luz Morro Castle Narruto New York Queen Victoria Farmanic Ziba,	Parkins Davies Gaye Taylor Darke Pruss Hareira Jewett Smith Furber Quinn Cochrane Richard
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SHIP	
Vessel.	Captain.
Amicus Everest Panay Parma Pegasus San Lorenzo Tyburnia Windsor Castle Wylo	

Printed & Published for the pro

\$	8.90		
"	7.60	American, per barrel of 300 lbs.	
"	17.00	WINEAT, Florida, "doz per	
"	19.00	California,	
"	20.80	SOLIGNO, Genoa white, a b	
"	23.60	" "	
"	14.50	" West Coast, Dr. Brown,	
"		Manila, Dr White,	
"		Dr. Brown,	
"	4.15	DAMPITO, packed,	
"	4.05	Pain, White,	
"	4.05	" Green,	
"	4.00	Groek,	
"	11.00	Yellow,	
"	7.80	MURKOWSKI, Japan,	
"	4.90	SWEDEN,	
"	5.00	Cut,	
"	8.00	MASSACHUSETTS, Dr Shiamlano,	
"	8.00	VIRGINIA, JAMES,	
"	4.00	BESS WAH, Japan,	
"	7.76	Tankow,	

Ger. bk	296	E. Vincent & Co
Brit. bk	431	E. Vincent
Ger. sch	152	Dircks & Kruger

AMOI.
In port 28th August, 1873.

Ger. bg	262	Petersen & Co
Ger. bk	255	Pasdag & Co
Ger. sch	130	Petersen & Co
Dan. sch	202	Petersen & Co
Ger. sch	192	Petersen & Co
Ger. bk	239	Petersen & Co
Ger. sch	111	Pasdag & Co
Brit. sch	245	Tait & Co
Ger. bk	232	Pasdag & Co
Brit. bk	340	Brown & Co
Ger. bk	231	Pasdag & Co

Stam. bt	375	Brown & Co
Ger. sh	227	Pasading & Co
Ger. soh	144	Petersen & Co
Wor. bo	301	Petersen & Co
Br. bk	129	Boyd & Co
Dan. ech	270	Petersen & Co
Ger. sh	359	Pasading & Co
Ger. bk	334	Pasading & Co
Ger. sh	330	Pasading & Co
Stam. ech	200	Brown & Co
Brit. str	60	Order
Brit. sh	627	Pasading & Co
Ger. sh	626	Petersen & Co
Ger. sh	630	Boyd & Co

FOODHOW.
In port on 24th August, 1873.

Brit. bt	349	Butterfield & Swire
Brit. sh	131	Gilman & Co
Brit. sh	1049	Adams, Bell & Co
Brit. sh	672	Arsenal
Brit. sh	734	Jardine, Matheson & Co
Imp. bk	888	Arsenal
Brit. sh	845	Jardine, Matheson & Co
Brit. sh	723	Arsenal
Brit. sh	285	Adams, Bell & Co
Ger. bt	270	Order

SHANGHAI.
In port on 24th August, 1873.

The names of the numerous steamers, tug-boats, small craft, and receiving ships employed on the Yang-tze are not included in this

Frón. bk	294	Order
Brit. bk	450	Order
Brit. sh		Adamson, Bell & Co
Brit. bk	623	Adamson, Bell & Co
Brit. bk	216	Mackenzie & Co
Brit. bg		Reid, Evans & Co
Brit. sh		Reid, Evans & Co
Ger. bk	327	Glenn & Co
Ger. bk	388	Glenn & Co
Ger. bk	379	Wm. Fustan & Co
Ger. bk		Gibb, Livingston & Co
Ger. sh	1161	Adamson, Bell & Co
Ger. sh	232	Nils Moller
Ger. sh	877	E. Sobolhuus & Co
Siam. sh	475	Chinese
Ger. bk	490	Maclean & Co
Amr. bk	413	Frazar & Co
Amr. sh	974	Frazar & Co
Brit. sh	330	Turner & Co
		YOKOHAMA.

Amr. sch.	261	E. C. Kirby & Co
Brit. sh.	493	Van Oort & Os
Brit. sh.	656	Shaw & Co
Brit. sch.	348	Robson, Maholin & O
Amr. sch.	401	Stell, Scheyer & O
Amr. str.	25	Order
Peru. bk	370	Captain
Amr. bk	189	Netherlands Trading
Amr. str.	444	P. M. Co
Brit. bk	870	M. M. Co
Amr. bk	349	M. Vermy
Brit. sh.	485	Wajah, Hall & Co

IN IN MANILA HARBOUR.

Flag & Eig.	Tons.	Consignees.
Spain. bk	580	Kerr & Co
Brit. sh.	371	F. Richardson & Co
Spain. str.	475	E. Rogers
Spain. str.	535	Smith, Bell & Co
Spain. sh.	1120	Pease, Habbel & Co
Spain. bg	27	T. Rogers
Spain. sh.	335	Smith, Bell & Co
Brit. sh.	370	Pease, Habbel & Co
Brit. sh.	799	T. Hermann & Co

Director, by W. H. Bell, Wyndham-Street, Hongkong.

5.85	σ 6.00
1.80	σ 1.85
1.95	σ 2.10
6.75	σ 7.30
8.60	σ 9.30
8.80	σ 9.50
4.90	σ 4.50
7.75	σ 3.90
14.80	σ 15.00
1.95	σ 2.00
2.25	σ 2.50
1.60	σ 1.65
1.70	σ 1.85
28.00	σ 27.00
3.25	σ 2.60
3.75	σ 2.80
8.75	σ 12.50
8.85	σ 8.70
6.00	σ 6.80
10.00	σ 11.65
67.00	σ 68.00

Foochow

New York
Chefoo

London
London
London

Shanghai
Melbourne

London

[illegible]